

# COUNTY SUPERVISORS INDORSE FIGHT FOR GOOD ROADS

## In Letters to the Times-Dispatch They Approve Campaign for Permanent Highways and Promise Their Support

From every section of Virginia come reports of a lively enthusiasm in the campaign for good roads which is being waged throughout the State, and words of commendation and promise of support in the fight for permanent thoroughfares which is being made by The Times-Dispatch and the Washington Post. More encouraging, perhaps, than anything else is the attitude of the scores of road supervisors—the practical road-makers upon whom devolve the burden of making passable such thoroughfares as now exist. Recently The Times-Dispatch wrote to the road supervisors of the various counties asking for their opinion on the value of good roads and the effort which is being made to secure them. Those letters have been freely answered, and without exception the answers bring words of hope and encouragement. Not one supervisor has declined to do his share in the great work of road-building, and all are ready and willing to do what they can toward putting Virginia to the very front rank in the list of good roads States.

Following are the letters which The Times-Dispatch has received from the supervisors:

**What Good Roads Will Bring.**

It seems the time has come when the people throughout our State begin to see and value the importance of good roads. From the earliest history of our country this improvement seems to have been the last thing to be considered as to the advancement and improvement of our country. And, perhaps, our earlier settlers were justified in making this a secondary matter. But the time has come when the value of good roads is recognized.

It is no longer a question whether it pays to have good roads—this does not apply only to the farmer, or agriculturist, but to any one who may travel the road, and there is no one thing that enhances the value of property more than this, nothing more inviting to those seeking homes, increasing revenues in proportion to the travel that is done on them. It is a fact that the road, and there is no one thing that enhances the value of property more than this, nothing more inviting to those seeking homes, increasing revenues in proportion to the travel that is done on them. It is a fact that the road, and there is no one thing that enhances the value of property more than this, nothing more inviting to those seeking homes, increasing revenues in proportion to the travel that is done on them.

As was said before, the improvement of our roads increases our ability to make good roads. For instance, a one or two miles from the railroad depot, owning a farm, say, 200 acres, with a bad mud road, sometimes impassable. An estimate of valuation of his farm perhaps would not exceed \$25 per acre. Change the road to a good macadam road, and \$50 per acre would not be considered an extravagant price. The increase in value would be \$5,000. He is one of a number living on such road; he and all along this road are greatly benefited in the use of the road and the farm. When he could do no work on his farm on account of rain or the wet season, many times he could so arrange to do all his hauling, saving time, which is money to the farmer.

Now, as to this much needed improvement, we will need money. The revenues at present are not sufficient to make very rapid strides, although the State has made provisions whereby counties not having convict labor can, under certain conditions, receive aid. The purpose of this law was good in requiring permanent road building, as there has been much money spent and not judiciously applied, but the people are very much more enlightened as to proper methods of building roads, and are manifesting such interest that there is individual contributions in some counties.

The amount of travel and use of roads should determine the kind of road. The main roads or thoroughfares to cities and towns require width and depth of macadam than the roads leading to these main roads. Quite a number of these tributary to main roads are used but very little, and such can be made at half or less cost, and last as long. It is not longer than the main roads. This is one of the defects in our State aid appropriation law—requiring as it does certain plans and specifications for all roads, which make it quite expensive, making it impossible for certain districts to provide the necessary machinery to carry out certain specifications as are required under this law. But this, like other acts, will need such changes as will adapt itself to the wants of the people, and should be changed at the next meeting of our Legislature.

**A Growing Necessity.**

The need for good roads in Virginia is a growing one, which we cannot much longer ignore if we keep abreast of the times.

The usefulness of good roads to the State might be compared to the circulation of the blood in the human body—arteries and veins, carrying nourishment to all parts of the system, which, when in good condition and the work properly performed, cause the body to grow and each organ to do its duty.

### The Law of Health

An eminent German scientist has discovered that we breathe through the skin as well as through the nose and mouth. Tight or ill-fitting shoes or clothing cause skin suffocation.

**WEAR**  
**Patrician**  
**SHOES**

Low Cuts, \$3, \$3.50, \$4.00.

**Seymour Sytle,**  
11 West Broad.

Modern business demands better roads in country districts. It is as important to the citizens of our cities that we have better roads in the country districts as it is to the districts themselves, since all the food products and all the necessities come from the country. The cost of delivering these products to the railroads is as great or greater than the cost of transportation to their destination. This cost could be cut in half in most instances by improved roads, and the city consumer as well as the country producer benefited accordingly.

The advantage of such a plan cannot be overestimated, and could the Federal government be induced to appropriate something towards keeping up the rural free delivery routes it would do more than anything else to stimulate an interest in this burning question.

The efforts of The Times-Dispatch and the Washington Post to arouse an interest in, and an appreciation of good roads will, I think, be productive of great and lasting good to our country. All honor to these intelligent and enterprising papers.

**W. T. MEADE.**  
Louisiana county.

**Means Thrifty Farmers.**

My views on the value of good roads are such that it would be very hard to express in a few words, but I am especially interested in good roads in Virginia. One great reason is that good roads do as much, if not more, to enhance the value of real estate than anything that can be done. Again, good roads almost if not always insure a thrifty set of farmers, and they are the bone and sinew of our land and country.

You may take, for example, the farming sections of our State, and you will find that the best and richest farming is being done along good roads. Farmers take more pride in their land and country.

**John F. Grant,**  
Grayson county.

**No Question More Important.**

I may as well confess that I do not know how to estimate the value of our roads. The State of Virginia, if there is any question now under discussion affecting the material interests of our people of more importance than that of the betterment of our public highways, I am unable to name it. I venture to hope that the road of much betterment is in the air, though we may not be able to change all of our streaks of mud into macadamized thoroughfares at once.

**S. B. BARHAM.**  
Runnymede, Surry county.

**In Need of Good Roads.**

Dickenson county has no good roads, but is in need of some. My views of the road question is this: To issue bonds and make some permanent roads in our county. In my county the road tax is over \$7,000 a year, and is spent in such a way that it does but little good. I think the only way we will ever have any roads in our county is to issue bonds to build them.

**MARION MULLINS.**  
Isom, Va.

**Offers a Helping Hand.**

I am very much interested in your fight for better roads in the State of Virginia, and feel satisfied that you will accomplish much in the end. I am heartily in favor of better roads, and will lend a helping hand to such movement.

**W. J. SEBRELL, JR.**  
Courtland, Va.

**Value Inestimable.**

The value of good roads to our State is inestimable. They are one of the essentials to the continued prosperity of Virginia. Without them she cannot take the place she should among the sister States. Good roads would increase the value of our property from 50 to 100 per cent., and add to our population by good immigration. I am heartily in favor of the improvement of our roads, and am ready to do what I can to assist in it.

**J. B. HANES.**  
Dillwyn, Va.

**Believer in Good Highways.**

I am a firm believer in improved highways, and believe that if every farmer in Louisa county could invest 25 per cent. of his land in good roads that they would be much happier and richer.

But this does not mean that our people can stand just at this time any additional taxation along these lines. We are now availing ourselves of the State appropriation and putting up about \$2,000 to build a piece of good road out from Trevilians Depot, about \$4,000 will give us, under the supervision of an expert furnished by the Highway Commissioner, such an object lesson as will each year hereafter encourage our people to keep up a system of road building.

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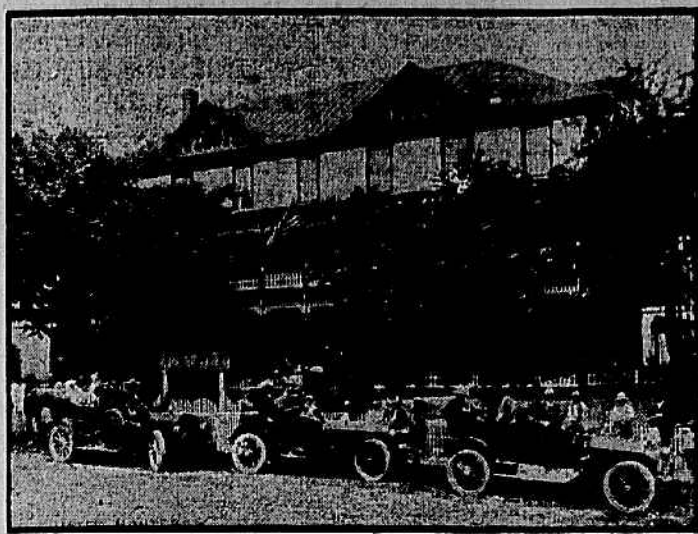
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### A Silent Appeal for Good Roads



Automobile outing parties lined up for the return trip to the Valley over the Staunton and Parkersburg Pike.

[Special to The Times-Dispatch.]  
MONTGOMERY, VA., July 24.—The persuasion with which automobile outing parties continue to take chances on the comparatively rough highways in the Virginia mountains undoubtedly indicates that the rugged natural scenery and pure air of this altitude have a irresistible attraction. In spite of the fact that every now and then some big car is stranded, the number increases each season, and many successful trips are being made this year over the Staunton and Parkersburg Turn-

pike. It is becoming quite the "go" now for automobile owners of the Valley cities, who may be entertained by visiting friends from the North and South, to give them an outing in the mountains of Highland and Bath, and the disposition to "take chances" in order to reach this ideal retreat is a fact that is not to be denied.

The appeal will soon grow to be a clamor or demand and receive practical recognition, but even now the people are not blind to the situation, and read the "handwriting on the wall."

**The Great Developer.**

In my opinion substantially built highways would do more towards developing our State than any other one thing we could have at present, and I would advocate the macadamizing, under the supervision of our State Highway Commissioner, each of the principal thoroughfares of the counties of the State, provided it can be done equally by national, State and county aid.

**E. A. HICKS.**  
Evington, Va.

**In Heartly Sympathy.**

I am heartily in sympathy with any movement that will interest our people in improving our roads. But I am not sure that the road question is the matter to the extent of levying any great tax upon the people for road improvement.

I think these matters should be left to the people in each locality to solve within themselves. I am of the opinion that the road question is not the matter to the extent of levying any great tax upon the people for road improvement.

**C. H. EDWARDS.**  
Oidtown, Va.

**Let Nature Help.**

I am interested in good roads. It is a knotty problem in this county, as we have nothing to build roads with. I believe we will have to have a State law requiring broad tracks, and heavy haulers, and not to go on the road for, say, thirty-six hours after a rain and give nature a chance to do something and the water to run off and the roads to settle a little.

**MANLY BROADBENT.**  
Newtown, Va.

**Legislation Needed.**

The good roads question is to my mind one of the most important that confront the people of Virginia. I think our legislative bodies, both State and national, would do well to give the matter a very careful consideration, and try in every way possible to advance this great work.

Our existing State laws are inadequate to meet the demands of the conditions confronting us, but I hope that our next legislative body will be able to solve some of the difficulties. I am indeed glad to note the interest taken by The Times-Dispatch in this good work, and feel that it will result in great good to the cause.

In conclusion, I will say that an estimate of the pecuniary advantages to the State of Virginia from a thorough system of permanently constructed, well-drained and well-graded roads all over the State is simply too vast for me even to attempt.

**D. W. OWENS.**  
Denniston, Va.

**Development Awaits Good Roads.**

I do not know of anything that would be of more benefit to every section and therefore to the whole State, than good permanent roads.

Our vast timber interest, which in this section of the State is well-nigh inexhaustible on account of the spontaneous and rapid growth of the old-growth pines and the undeveloped minerals, only await good roads for profitable development. The farmers pay a heavy road tax in the wear and tear of teams and vehicles, therefore good roads in any community enhance the value of farming lands and other real estate. But the difficulty in the way of building good roads is the lack of ready money to pay the cost, and we must have State and national aid in some way. The vast possibilities of this subject cannot be overdrawn, and I think our people in this section will respond cheerfully to a move for better roads.

**A. A. HASKINS.**  
Meherrin, Va.

**The Important Issue.**

The question of good roads seems to be agitating the minds of more people than any other problem before the public at this time, and under existing circumstances it is one of the most important issues which confronts the people of Virginia to-day. Our State is making rapid progress industrially, financially and otherwise, but we must admit that the building of permanent roads has not advanced in proportion with public improvements along other lines. Due probably to a lack of means commensurate with the great task and expense of permanent road building.

The value of good roads to the State of Virginia would be immense, and situated as we are at present, we can't even conceive how great their real worth would be to us; it is just simply incalculable. The railroads

which traverse the State are important factors in our everyday business life: they connect up our cities and towns, and afford safe and rapid transportation for the products of our soil and mines, and just what the railroads have done for the cities and towns, good permanent highways will do for the rural districts of Virginia.

Good roads will make our markets more accessible, will have a tendency to make life in the country more pleasant and convenient, and besides bring the people of the cities and country in closer touch with each other.

We know of no investment the people of Virginia could make that would prove so profitable in the end as the permanent improvement of the public highways throughout the State. Property everywhere would enhance in value, capital would come into the State for investment, and taxable values would be built up in places where comparatively little exists to-day.

The great agitation going on among the people of Virginia for better roads, we believe, will accomplish much good, and, in fact, is already bearing fruit, for most every county in the State is taking steps toward permanent road building. Some of the counties have issued bonds and are making extensive improvements, some are working convicts, and others are taking advantage of the State appropriation and working under the supervision of the State Highway Commission.

The Times-Dispatch and Washington Post are to be congratulated upon the



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You use it as important as the flour. If the leavening is bad, the flour is rendered bad.

And as the best flour comes from soft wheat, so the best Baking Powder is the result of pure ingredients carefully compounded.

**"GOOD LUCK" BAKING POWDER** is made pure, is high in leavening power and is carefully packed in airtight, moisture-proof cans.

For sale by your dealer; 6 ounces, 5 cents; 1 pound 10 cents.

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Like ours makes people better because it gives them a better idea of what constitutes absolute cleanliness. Send us your things this week and you'll enjoy the wearing of them as you never have before. That satisfaction which comes from knowing your linen is irreproachable will be yours every time you put on a garment laundered by us.

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good work they are doing in the industry of good roads in sending out their scout cars as pathfinders to view the best location for the great national highway, which gives an impetus to the interest already created. We feel optimistic with respect to good roads in Virginia, and we believe that a new era has dawned for road improvement in our State.

**L. W. RICE.**  
Paces, Va.

**Good Business Proposition.**

I am glad to see from your valuable paper that you are agitating the construction of good roads in Virginia. There is no question at this time of more importance to every one, and the realization will go farther to help to build up the rural sections than anything I can conceive of.

With good roads we may expect a good class of settlers to come in and buy up our surplus lands, which will increase the taxable values. With a more condensed population we can have better schools and longer terms. When we consider that we use the roads year after year and generation after generation, it seems to me that it is a good business proposition to make them as good as possible in order that we may have the use of them while we live, and leave to our children when we die something worth their accepting. With good roads the neighborhood is enlarged, and the country life is made more enjoyable, without losing the freshness and pleasures of the country.

When we start out to put a value on good roads, or to follow up the advantages accruing therefrom, I don't know where to stop, as they enter into and affect every phase of our life. I am in sympathy with any movement for better roads. I have done what I could by word and by deed for thirty years to improve the roads of my county, and while they are not as good as I want them I think I have made a long stride in the right direction.

**C. H. OLIVER.**  
Oliver, Va.

**Money Well Expended.**

I consider good roads the most important matter that demands the attention of the people of Virginia to-day. Good roads mean more towards bringing prosperity to all classes of people than any one thing that I know of.

Good roads mean better farms, and with good farms comes prosperous times.

Good roads bring our country people in closer touch with our towns and cities. I am glad to note that our farmers are becoming more and more interested in this good roads movement.

I think the State should lend all the help it possibly can, and that each county should make an extra effort to build especially their main roads, so as to have no broken links.

For every dollar spent in building good roads the very best money we spend, I am very anxious to see good roads built, and stand ready to do all I possibly can both in my official capacity as a member of the State Highway Commission, and as a private citizen. In my opinion there has been no move made in many years that means so much to the good of all the people of Virginia as this good roads movement does, and every citizen should feel it his duty to help carry it to completion.

**ISAAC RAINEX.**  
Barley, Va.

**Of Double Present Values.**

In my opinion the good roads question is one of vital interest to our people.

We are building some few miles of road under the supervision of the State Highway Commission at this time, which enables us to see the great benefit derived therefrom. Our Legislature could appropriate money for no wiser purpose, save the education of our boys and girls. The increased value of real estate would probably more than double its present value, and the many acres of wild, untilled land would soon find purchasers.

**W. H. EGGBOURN.**  
Eggboornville, Va.

**What Caroline Is Doing.**

There is so much being said about good roads that it is almost impossible to introduce any new ideas, so will tell what Caroline is doing along this line.

In this county we have four road gangs, one for each district, with six mules, road mowers, scrapers, grading scrapers, plows and other necessary tools. The county has abandoned the custom of patching up the roads, and in place are taking up the main roads in each district, grading them with the machines, putting in curbs and drainage, affording good drainage, and hauling sand or gravel on top of the roadbed, which is mixed with the earth by the traveling public. This makes a fair road, and with the broad tire law, which this county has adopted to go in effect July 1, 1909, will not cut into ruts and mud holes in wet weather. Roads built on this plan will cost \$200 to \$400 per mile.

Relative to the value of these roads, last year the worst piece of road in this section was repaired in the above manner. It went through last winter with two sawmills hauling over it, and is now hard and smooth. No work has been done on it since it was constructed. A load that would require six mules to haul over the same road before being built, two can easily haul over it now.

Full instructions for the building of this kind of road can be had from the United States Department of Agriculture.

The Times-Dispatch and Washington Post fight for an auto road from Richmond to Washington is the right move, and the good that will come from it is too great to be estimated. Before a final decision is made as to the route it would be well to try the route of the Old State Road via Bowling Green, the road made famous by the march of General Washington leading to the capture of Lord Cornwallis.

**GEORGE LYON.**  
Woodford, Va.

**Add to Wealth and Prosperity.**

As to my views of good roads for the State, I beg leave to say I can't conceive of anything that would in any humble judgment add as much to the material wealth and prosperity of our people and State as good roads would, especially to the country districts.

**J. S. NEWBILL.**  
Scottsburg, Va.

**A Builder of Roads.**

I am heartily and enthusiastically in favor of good roads, and I am now building them in Halifax county as fast as I possibly can, and the other members of the Board of Supervisors are doing the same thing. I feel like the only salvation for our tobacco country especially is for us to build good roads, and try by every possible

means to educate our rural districts towards intelligent thinking, so that they may realize everything that they need at home, and have some of most everything to sell, instead of buying so many things they should raise at home.

I am very glad indeed to note that your valuable paper is taking such an interest in this good roads movement, as I do not think any one thing that you could do would be of greater benefit to the people of the State of Virginia and the nation.

**R. A. BARBOUR.**  
Halifax county, Va.

**A Historic Route.**

I thank you for your interesting letter about the run from Richmond to Oakland and back on your way to Louisa.

I am glad you liked the road, and think it has the essentials of road construction to as great a degree as any in the section. It lies on the ridge, it is away from danger from water, the greatest enemy of roads; and the quality of the soil is good in the main. It is parallel to the railroad, and the traveler can easily transfer from train to motor, or from motor to train at will.

This route has in time past been used for quick travel by other distinguished travelers who were anxious to make time—by General Tarleton during the Revolution and by General Jackson to John Lee in the Seven Days' Fight Around Richmond.

My neighbors dwell on three routes you have tried through the county; advocate the best one and we will be satisfied.

You are doing a good work for the State, and I commend you for it.

**ROSEWELL PAGE.**  
Oakland, Va.

**Means Success for Farmers.**

In reference to good roads for the State of Virginia, I am heartily in favor of same, and expect to do all I can along this movement, which, I think, will be the greatest thing for the improvement of the State that could be done. In this section and others of our State, the farmers will never succeed until they have better roads.

**J. R. ATWOOD.**  
Appomattox, Va.

**A Route Suggested.**

I think you deserve the highest praise for the interest you are manifesting in the good roads movement in this State. I notice that you are endeavoring to locate the shortest and best road from Washington to Atlanta. Permit me to suggest that the route from Washington to New Orleans, passing through this county, and it is said that Prentiss, Calhoun and other celebrities of the "good old days" were often driven over it, and were entertained by the route.

Old State Road, which ran from Washington to New Orleans, passed through this county, and it is said that Prentiss, Calhoun and other celebrities of the "good old days" were often driven over it, and were entertained by the route. The route from Washington to New Orleans, passing through this county, and it is said that Prentiss, Calhoun and other celebrities of the "good old days" were often driven over it, and were entertained by the route.

You are, no doubt, aware of the fact that the road from Petersburg through Dinwiddie county to the Brunswick county line is now being permanently improved, and it is thought by the progressive citizens of this county that if the route suggested is selected that the road from the Nottoway River to the North Carolina line would also be permanently improved.

**FRANK BUFORD.**  
Lawrenceville, Va.

**A Practical Interest.**

Mecklenburg county is already showing

**White Canvas Pumps**

**89c**

Ladies' White Canvas Pumps, 1, 2, and 3 eyelet ties, and regular Oxfords, here in latest cuts for 89c.

**Extra Special**

Next week the KING will sell Ladies' Genuine Serge Buckskin Slippers for

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Fine and cool for house wear.

**Clean-Up Sale of Summer Shoes.**

**Gigantic Cut in Prices This Week!**

**89c** Ladies' Shoes, Oxfords and Pumps, in patent, tan, dull leather, black and tan suede. Some were \$3.00 and \$3.50. The cheapest in the lot were worth no less than \$1.50.

**59c** Misses' and Children's Slippers and Pumps, in patent, tan and suede. Big lot of 2 and 3-eyelet Ties. Also, the very latest styles for big boys and girls.

**1.19** Barefoot Sandals and Tennis Shoes for the little ones—Ideal footwear for play and general hot weather—48c.

**Men's and Women's Hosiery**  
50c kind at .22c  
25c kind at .18c  
15c kind at .11c  
10c kind at .7c

**Men's White Canvas Oxfords, here in all styles. Moderately priced.**  
White Canvas Polish this week only 5c.

**Albert Stein**  
KING OF SHOES  
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